

SHIP AND MACHINERY PARTICULARS, SHIPS CREW AND SHIP RATES AND WEDGE PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. What is the purpose of ISPS Code security measures, and which of the following are typical measures?**
 - A. To prevent security threats to ships and ports; measures include vessel and facility security assessments and controlled access or surveillance.
 - B. To improve fuel efficiency through route optimization and speed management.
 - C. To maximize cargo throughput by simplifying container handling.
 - D. To reduce crew rest periods by extending watch schedules.
- 2. What is the purpose of the International Safety Management (ISM) Code?**
 - A. The ISM Code requires an Safety Management System (SMS) to ensure safe operation and prevention of accidents and pollution.
 - B. The ISM Code prescribes silent running of crew on watch.
 - C. The ISM Code governs port facility security procedures.
 - D. The ISM Code sets standards for ship's interior decoration.
- 3. What is the vessel's gross tonnage?**
 - A. 25,985 gross tons
 - B. 7,795 gross tons
 - C. 19,585 gross tons
 - D. 18 knots
- 4. What is the purpose of a Wedge Practice Test in seamanship training, and what core skills does it assess?**
 - A. To assess practical understanding of using wedges for securing and lifting loads; it tests wedge selection, placement, safety checks, risk assessment, and procedural discipline.
 - B. To evaluate navigation plotting and course change procedures.
 - C. To measure engine room procedures and starting sequences.
 - D. To test radio and distress signaling proficiency.
- 5. Which of the following numbers represents the vessel's Summer Load-line Draft?**
 - A. 7.35 m
 - B. 160.05 m
 - C. 27.00 m
 - D. 154.00 m

- 6. What is the propulsion motor rating?**
- A. 2.0 MW
 - B. 1.0 MW
 - C. 6.6 MW
 - D. 4.5 MW
- 7. Which crew member is primarily associated with supervising deck operations, rigging, and mooring on a ship?**
- A. Able Seaman
 - B. Chief Mate
 - C. Bosun
 - D. Captain
- 8. What is ballast water and why must a Ballast Water Management Plan (BWMP) be in place on ships?**
- A. Ballast water adjusts stability and trim; BWMP governs ballast water intake, treatment, and discharge to prevent invasive species transfer.
 - B. Ballast water is used only for firefighting; BWMP ensures water is available for emergencies.
 - C. Ballast water is ballast for ballast tanks; BWMP ensures tanks are always full.
 - D. Ballast water is used for cooling engines; BWMP manages temperature control.
- 9. Who is the Echo Company Commander?**
- A. Logan Serpico
 - B. Jackson Hughes
 - C. Kylie Cantlon
 - D. Bethany Ives
- 10. Which component does Hyundai furnish at 6,600 V?**
- A. Stern thruster
 - B. Bow thruster
 - C. Main Alternators
 - D. Main Diesel Generators

Answers

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1. A
2. A
3. A
4. A
5. A
6. D
7. C
8. B
9. B
10. C

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Explanations

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1. What is the purpose of ISPS Code security measures, and which of the following are typical measures?

- A. To prevent security threats to ships and ports; measures include vessel and facility security assessments and controlled access or surveillance.**
- B. To improve fuel efficiency through route optimization and speed management.
- C. To maximize cargo throughput by simplifying container handling.
- D. To reduce crew rest periods by extending watch schedules.

ISPS Code security measures are about preventing security threats to ships and port facilities by identifying weaknesses and putting safeguards in place. The typical measures involve assessing security risks for both vessels and facilities, developing and implementing security plans, and enforcing access controls and surveillance to monitor and deter unauthorized access or suspicious activity. These steps help detect threats early, assign responsibility, and enable a timely response if something suspicious occurs. The other options don't fit because they describe aims like fuel efficiency, cargo throughput, or crew scheduling, which are not the focus of ISPS security requirements.

2. What is the purpose of the International Safety Management (ISM) Code?

- A. The ISM Code requires an Safety Management System (SMS) to ensure safe operation and prevention of accidents and pollution.**
- B. The ISM Code prescribes silent running of crew on watch.
- C. The ISM Code governs port facility security procedures.
- D. The ISM Code sets standards for ship's interior decoration.

The purpose of the International Safety Management Code is to require a Safety Management System that ensures safe operation of ships and prevents accidents and pollution. It does this by mandating ships and companies implement documented procedures for safety and environmental protection, assign clear responsibilities, and establish processes for safe operations, emergency preparedness, incident reporting and investigation, internal audits, and management reviews. The goal is a proactive, systematic approach to safety with continuous improvement, rather than relying on ad hoc actions. The other options don't fit because silent running on watch is not a requirement of the ISM Code, port facility security is covered by the ISPS Code, and standards for ship interiors are outside the scope of ISM.

3. What is the vessel's gross tonnage?

- A. 25,985 gross tons**
- B. 7,795 gross tons
- C. 19,585 gross tons
- D. 18 knots

Gross tonnage is a measure of the ship's overall enclosed-volume, expressed in tons, not its weight or its speed. It comes from the total volume of all enclosed spaces aboard the vessel, with 1 gross ton equal to 100 cubic feet of enclosed space (historically), and in modern terms $GT = \text{total enclosed volume (m}^3\text{)} \div 2.83168$. So when asked for the vessel's gross tonnage, you're looking for a numeric value that represents volume in gross tons. The figure 25,985 gross tons provides that volume-based measure, reflecting a large ship's internal space. The other figures shown include a speed (18 knots) and alternative tonnage values, but only the gross tonnage figure describes the ship's size in GT terms.

4. What is the purpose of a Wedge Practice Test in seamanship training, and what core skills does it assess?

- A. To assess practical understanding of using wedges for securing and lifting loads; it tests wedge selection, placement, safety checks, risk assessment, and procedural discipline.**
- B. To evaluate navigation plotting and course change procedures.
- C. To measure engine room procedures and starting sequences.
- D. To test radio and distress signaling proficiency.

Wedge practice tests center on applying wedges to secure and lift loads, combining hands-on technique with safety judgment and disciplined procedure. Selecting the right wedge means matching its size, material, and angle to the load, the surface it sits on, and the deck conditions so it can grip firmly without causing damage. Placing the wedge correctly is about achieving a secure bite that prevents movement and avoids pinch points or interference with the load or surrounding gear. Safety checks are essential: inspect the wedge for cracks or wear, ensure everyone is clear of the area, and verify that the load is immobilized before any lifting or shifting begins. The risk assessment part considers hazards such as load instability, wedge slippage, deck damage, or unintended release, and it establishes controls like proper spacing, additional wedges, or communication protocols. Procedural discipline means following established steps and checklists, coordinating with the team, and documenting actions to maintain consistency and safety. This task isn't about plotting courses, operating engines, or signaling; it specifically trains the practical use of wedges to secure and move loads safely.

5. Which of the following numbers represents the vessel's Summer Load-line Draft?

- A. 7.35 m**
- B. 160.05 m
- C. 27.00 m
- D. 154.00 m

The Summer Load Line Draft is the vertical distance from the keel to the waterline when the ship is loaded under summer conditions. It is a draft value, not a length, and it shows how deeply the hull sits in the water. Among the options, 7.35 m represents a plausible vessel draft under summer conditions. The other numbers are lengths: 160.05 m and 154.00 m are typical ship lengths, while 27.00 m would be an unusually large draft for most ships. Draft values are generally in the single to low tens of meters range, depending on vessel size, so 7.35 m is the sensible choice for the Summer Load Line Draft.

6. What is the propulsion motor rating?

- A. 2.0 MW
- B. 1.0 MW
- C. 6.6 MW
- D. 4.5 MW**

The propulsion motor rating is the continuous shaft power the motor must deliver to drive the propeller at the ship's design speed, including losses in the drive train and propeller. To determine it, you assess the propulsive power required: the hull resistance at the intended speed, converted into shaft power by dividing the propulsive power by the overall propulsive efficiency (propeller efficiency and drive losses). The rating is then chosen with a margin to cover variations in seas, loading, and aging. In this scenario, the calculated or selected continuous shaft power comes out to about 4.5 MW, which is why that rating is the best fit. A lower rating, like 1.0 or 2.0 MW, would not provide enough power to reach the design speed under typical conditions. A higher rating, such as 6.6 MW, would overspec and add unnecessary cost, weight, and potential overdesign risks, without improving performance under the specified operating profile. So the correct rating reflects the actual power needed to meet the designed propulsion performance with an appropriate safety margin.

7. Which crew member is primarily associated with supervising deck operations, rigging, and mooring on a ship?

- A. Able Seaman
- B. Chief Mate
- C. Bosun**
- D. Captain

The role most closely tied to supervising deck operations, rigging, and mooring is the bosun. The bosun serves as the foreman of the deck crew, directing daily deck tasks, overseeing the use and maintenance of rigging and mooring gear, and coordinating line handling during docking, anchoring, and other maneuvers. They ensure safety procedures are followed and that equipment like lines, wires, anchors, and deck fittings are in good condition, working under the supervision of the Chief Mate who oversees broader deck operations and cargo tasks. The captain runs the ship, and an Able Seaman performs hands-on deck work rather than supervision, so the bosun fits the supervisory, on-deck focus described.

8. What is ballast water and why must a Ballast Water Management Plan (BWMP) be in place on ships?

- A. Ballast water adjusts stability and trim; BWMP governs ballast water intake, treatment, and discharge to prevent invasive species transfer.
- B. Ballast water is used only for firefighting; BWMP ensures water is available for emergencies.**
- C. Ballast water is ballast for ballast tanks; BWMP ensures tanks are always full.
- D. Ballast water is used for cooling engines; BWMP manages temperature control.

Ballast water is taken aboard to control a ship's stability, trim, and draft when cargo is light or uneven. A Ballast Water Management Plan governs how ballast water is taken in, treated, and discharged so that organisms carried with the water aren't moved to new environments. This helps prevent invasive species and pathogens from being introduced into ports and ecosystems, which can cause ecological and economic harm. The plan usually outlines methods for ballast water treatment or exchange (such as filtration, UV, or chemical treatment) and the records and standards needed to stay compliant.

9. Who is the Echo Company Commander?

- A. Logan Serpico
- B. Jackson Hughes**
- C. Kylie Cantlon
- D. Bethany Ives

The Echo Company Commander is the officer responsible for leading Echo Company, directing training, discipline, and mission execution at the company level, and serving as the main liaison with higher command. In this scenario, Jackson Hughes is the person listed as holding that command post for Echo Company, which makes him the one in charge of that unit's operations and readiness. The other individuals are associated with different roles or units and do not fill the command position for Echo Company.

10. Which component does Hyundai furnish at 6,600 V?

- A. Stern thruster
- B. Bow thruster
- C. Main Alternators**
- D. Main Diesel Generators

High-voltage power for a ship is produced by main alternators, which are driven by the main engines. These alternators convert the mechanical energy from the prime movers into electrical energy and deliver it to the ship's main switchboard at a standard voltage, commonly 6.6 kV. That voltage level is chosen to efficiently distribute large electrical loads across the vessel. Bow and stern thrusters are propulsion motors that use power from the ship's electrical system; they are loads, not sources of generation. Main diesel generator sets consist of both the engine (prime mover) and the alternator together, but the specific component that produces the 6.6 kV output is the alternator inside those generator sets. So the entity Hyundai furnishes at 6,600 V is the main alternators.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

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We wish you the very best on your exam journey. You've got this!

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